



Amtrak in Michigan

Fiscal Year 2025



Amtrak is America's Railroad,® created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **10 intercity trains per day** on 3 permanent routes serving Michigan, with **790,672 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ **State-Supported Trains**

- **Blue Water** — Port Huron - Flint - East Lansing - Battle Creek - Kalamazoo - New Buffalo - Chicago (1 round trip daily)
- **Père Marquette** — Grand Rapids - Holland - St. Joseph - Chicago (1 round trip daily)
- **Wolverine** — Pontiac - Detroit - Dearborn - Ann Arbor - Battle Creek - Kalamazoo - New Buffalo - Chicago (3 round trips daily)

As **State-Supported routes**, the *Blue Water*, *Père Marquette*, and *Wolverine* are operated in partnership with the **Michigan Department of Transportation** (MDOT), in part using partner-owned train equipment. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short-and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

In FY 2025, MDOT funded a total of \$20.2 million in operating payments for the State-Supported routes serving Michigan, helping support a combined total ridership on those routes³ of 713,343.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in Michigan), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 22 locations in Michigan:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Albion (ALI)	2,668	Partial	FY 26	\$917,269
Ann Arbor (ARB)	150,296	Partial	Complete	\$534,996
Bangor (BAM)	4,038	Partial	Complete	\$454,836
Battle Creek (BTL)	28,930	Partial	FY 26	\$5,104,223
Dearborn (DER)	67,715	None	N/A	—
Detroit (DET)	74,610	Partial	FY 29*	\$2,432,224
Dowagiac (DOA)	5,165	Partial	FY 29	\$4,430,428
Durand (DRD)	11,579	Partial	FY 27	\$1,431,418
East Lansing (LNS)	73,895	Partial	FY 28	\$4,027,581
Flint (FLN)	27,858	None	N/A	—
Grand Rapids (GRR)	46,664	None	N/A	—
Holland (HOM)	32,775	Partial	Complete	\$406,763
Jackson (JXN)	18,371	Partial	Complete	\$1,575,241
Kalamazoo (KAL)	84,043	None	N/A	—
Lapeer (LPE)	8,261	Partial	FY 27	\$1,849,832
New Buffalo (NBU)	32,572	None	N/A	—
Niles (NLS)	16,259	Sole	FY 29	\$11,357,059
Pontiac (PNT)	13,593	None	N/A	—
Port Huron (PTH)	13,555	Sole	FY 27	\$7,988,869
Royal Oak (ROY)	24,856	Partial	FY 27	\$2,769,603
St. Joseph (SJM)	14,732	Partial	FY 27	\$1,235,440
Troy (TRM)	38,237	None	N/A	—
Total:	790,672	15/22	In Progress	\$46,515,782

* ADASP previously addressed elevator non-compliance; additional work could be affected by possible station changes.

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately

⁴ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

invest a total of \$1.8 billion in 382 communities nationwide, including a **\$46.5 million investment in Michigan**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak owns and/or operates the **Michigan Line**, a 231-mile rail corridor linking Dearborn, Michigan with Porter, Indiana. More specifically, Amtrak owns the 96-route-mile track segment stretching from Porter to Kalamazoo; the company also operates, maintains, and dispatches the 135-route-mile segment from Kalamazoo to Dearborn, nearly all of which is owned by MDOT. Two of Michigan's three State-Supported routes traverse this corridor: the *Wolverine* (end-to-end) and the *Blue Water* (Porter to Battle Creek). Due to significant investment beginning in the 2000s, track from Porter to Albion, Michigan can now support top speeds of up to 110 miles per hour; both *Wolverine* and *Blue Water* trains reach this speed, and trip times on both routes have fallen significantly over time. Michigan Line infrastructure is supported by Amtrak **maintenance-of-way bases** in Niles and Jackson.

Amtrak trains are supported by **turnaround maintenance locations** in Grand Rapids, Pontiac, and Port Huron (staffed by a combination of employees and contractors), which service locomotives and passenger cars. Additionally, Amtrak maintains **crew bases** in Battle Creek, Grand Rapids, and Pontiac.

The **Chicago Hub Improvement Program** (CHIP) is Amtrak's comprehensive effort to modernize Chicago Union Station and upgrade key rail infrastructure that supports the entire Midwest network including in Michigan. Amtrak is advancing Preliminary Engineering and NEPA work for elements of the program. One key project in the program is the Niles-Glenwood Road Project which would improve reliability for Michigan services. To learn more about CHIP, please visit: AmtrakNewEra.com/CHIP.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other "host" railroads' tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Michigan, along with each route's major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2025:

⁵ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Route	In-State Host(s)	C-OTP
<i>Blue Water</i>	Amtrak, Canadian National, MDOT	68.8%
<i>Père Marquette</i>	CSX	85.9%
<i>Wolverine</i>	Amtrak, Canadian National, MDOT	66.8%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 434,149 members listing an address in Michigan. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$20.9 million** went to vendors in Michigan:

Community	Amount Spent
Lansing	\$5,723,471
Detroit	\$2,083,647
Grand Haven	\$1,750,744
Port Huron	\$1,718,828
Roseville	\$1,603,907
Kalamazoo	\$1,177,374
Rockford	\$931,092
Flint	\$657,285
Jackson	\$531,880
Walker	\$521,825
Pontiac	\$437,390
Escanaba	\$432,385
Leslie	\$367,187
Livonia	\$359,350
Ann Arbor	\$303,104
Swartz Creek	\$268,866
Grand Rapids	\$248,480
Brighton	\$191,084
Troy	\$174,080
Owosso	\$152,939
Battle Creek	\$150,405
Galesburg	\$127,780
Bay Minette	\$120,560
Ludington	\$108,965
Wyoming	\$101,651

Community	Amount Spent
All Others <\$100k	\$697,040
Total Payments	\$20,941,317

The single largest in-state payment category was **supplies for various maintenance, repair, and operations (MRO) needs**.

Employment & Compensation

At the end of FY 2025, **196 Amtrak employees** lived in Michigan, and the company had paid out a total of **\$19,916,358 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in Michigan

